ES&H monthly summary

The purpose of this monthly summary is to inform the Laboratory community of current, selected BNL environmental, safety, and health events.

To help reinforce the Laboratory's commitment to safety, please print out and share this information with yourstaff, visitors and guests.

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The Environment, Safety, and Health Monthly Summary is published by the ESH&Q Directorate. Please forward your feedback on this issue, safety slogan suggestions, and ES&H success stories to:

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BROOKHAVEN NATIONAL LABORATORY

TRAFFIC SAFETY

Nine Traffic Violators Ticketed in December

During December, traffic surveillance resulted in nine citations being given out to BNL employees and guests.

Of these, **two** citations were issued to **speeders,** who were caught driving on site at a high of 43 mph and a low of 39 mph. **Four** citations were issued for **moving** violations. **Three** citations were issued for **parking** violations.

Lab Policy: Wear Your Seatbelt

BNL Traffic Safety regulations and New York State Vehicle and Traffic Laws require that all drivers and passengers of government and private vehicles must wear seatbelts.

Statistics from the National Highway Traffic Safety Administration illustrate that the use of seatbelts saves lives. Seatbelt use saved over 15,000 lives in 2004. The number of lives saved could have exceeded 20,000 if everyone without exception buckled up.

One common misconception is that the use of seatbelts at low speeds, such as on site at BNL, is less important than when driving at higher speeds. To the contrary, in 2004, more than 500,000 people were injured or killed in the U.S. in automobile crashes at speeds below 30 mph.

Therefore, the few seconds it takes to buckle up can save your life or the life of one of your passengers. So please make it a habit to buckle up whenever you are in a motor vehicle.

For more information, contact: Artie Piper, Ext. 5937 or piper@bnl.gov

OCCUPTIONAL SAFETY

Update: FY06 Recordable and DART Cases

The FY06 year-to-date statistics on injuries to employees and contractors are as follows:

- **12** OSHA-recordable cases
- **3** DART case

The FY06 contractual goals for BNL are to have no more than **22** OSHA-recordable cases, and **9** DART cases.

The following information is updated monthly:

- Brief descriptions of FY06 OSHA-recordable injuries and DART cases
- Chart of FY06 DART and Total Recordable Case (TRC) rates

For more information, contact Pat Williams, Ext.8211 or pw@bnl.gov.

During Work Planning: Check the Lessons Learned

The first core function of Integrated Safety Management is to define and plan work. For radiological work, work planners and coordinators generally start this process with a simple work scope statement. They then develop procedures or technical work documents to define more clearly the steps involved in the work.

Reviewing the Lessons Learned, however, from similar work that has already been performed can greatly enhance the work planning. Using Lessons Learned helps planners focus on key issues crucial to completing the work safely and compliantly.

A recent example of this occurred in Plant Engineering when demolition of an on-site building was being planned. The work planners searched the BNL Lessons Learned Web site on SBMS and found four published Lessons Learned that were applicable to this job. One of the most important lessons found was: "Legacy Radioactive Materials Discovered during Building Renovations." Key points from each of the four Lessons Learned were evaluated and, as appropriate, incorporated into the building-demolition work plans.

As a result of this careful work planning, legacy contamination hidden below floor tiling was discovered before the demolition.

For more information, contact Don Farnam, Ext.8248 or farnam@bnl.gov.

Go the extra mile for safety: Buckle up every time

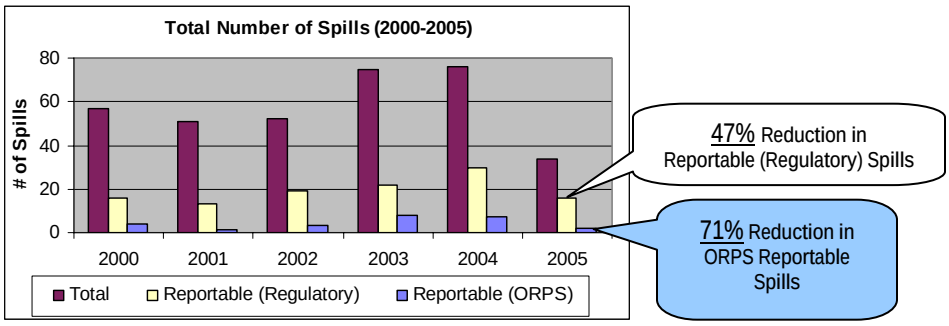
ENVIRONMENTAL COMPLIANCE

BNL Successfully Reduces Environmental Spills in 2005

In 2004, a total of 76 spills was reported around site, of which 30 were reportable to outside agencies, such as the New York State Department of Environmental Conservation and/or the Suffolk County Department of Health Services.

So, during the FY04 Environmental Management Review, the number of spills at BNL was identified as an issue requiring attention, and reducing the number of spills was identified as a major objective for the Lab's departments and divisions to incorporate in their Environmental Management System (EMS) program for FY05.

As a result of making spill-reduction an objective, in 2005 the Laboratory was able to reduce the number of spills by 55 percent. In total, 34 spills were reported in 2005, with 16 of those spills being reportable to outside regulatory (see graph below).



Some of the actions taken in 2005 to help reduce the number of spills included:

- toolbox and staff meetings on spills resulting from overfills due to thermal expansion
- presentations on spill prevention, spill-reporting requirements, spill-reduction techniques, etc. to groups such as the Building Managers and the EMS/Pollution Prevention/Generators Interface Group

- use of EMS to target this area for improvement.

Although the reduction of spills in 2005 was significant, a review of the types of spills reveals that many still could have been avoided. So, in 2006, please use the following as a reminder of some things that we can do further to reduce the number of spills and their environmental impact:

- review the SBMS subject area Spill Response, which discusses notification and response requirements for unexpected releases of oil, hazardous substances, or radioactive materials.
- service your own vehicles routinely as recommended by the manufacturer, and repair leaky parts as soon as leaks are discovered.
- park vehicles and other equipment on paved areas and level ground.
- allow for fuel expansion when filling fuel tanks.
- inspect, maintain and, as necessary, repair hydraulic hoses of heavy-duty vehicles such as backhoes, trucks, excavators, load-luggers, etc.
- check heavy-duty vehicles and equipment for leaks of fuel, hydraulic oil, lubricant, or coolant before, during and after operation.
- follow proper material handling and transferring procedures.
- do not travel with containers that are open or not properly strapped down.
- drain equipment properly before storing long term.
- replace petroleum based fluids with vegetable-based lubricants as feasible.

To help you reduce the number and severity of spill, call upon the Environmental and Waste Management Services Division subject matter experts (SMEs) and Environmental Compliance Representatives (ECRs) for technical assistance..

For more information, contact Jeff Williams, Spill-Response SME, Ext. 5587 or jwilliams@bnl.gov.

Contractor's Delivery Truck Spills Fuel Oil

December 17, 2005 — A faulty repair to a fuel-oil delivery meter on a Metro tanker truck is suspected as the cause of oil spilling from the truck as it traveled on and off site, including on the William Floyd Parkway between Longwood Road and the Long Island Expressway.

The truck was permitted on site at 2:01 a.m. to deliver a fuel oil to the site Fuel Receiving/Transfer Facility, Bldg. 639. The truck left the site at 2:47 a.m. without making its delivery.

During 9 a.m. inspection rounds, a Central Steam Facility operator discovered that oil had been spilled in Bldg. 639 and at a storm sump next to fuel-oil tank No. 10. The site shift supervisor was notified, and the Fire/Rescue Group, Police Group, Environmental & Waste Management Services Division, and Plant Engineering Division were called to respond and investigate.

Investigators found more oil spilled by the truck scale and the Main Gate exit. The most environmentally significant were 20-25 gallons of oil found on the ground and in a catch basin near Bldg. 639. Site Maintenance cleaned up the on-site spill to the best of their ability, and, until they could be remediated, those areas that could not be adequately cleaned were contained to prevent the spill's migration.

Once contacted, Metro stated that they would take financial responsibility for the spill clean-up. Their representative commented that the cause of the spill was a faulty repair performed on the truck's fuel-oil delivery meter.

To prevent such spills in the future, recommended corrective actions include:

- amending the current Safeguards & Security Division vehicle-screening Standard Operating Procedure (SOP) to include the examination of delivery vehicles for obvious leaks and other safety issues such as poor tires. In addition, a new SOP requirement is that is recommended would require BNL Police to notify recipients of off-hour deliveries.
- reviewing the SBMS policy that, with the present exception of the Main Gate security check, excludes routine deliveries from the usual processing of contractors, i.e., contractor/vendor orientation. (pending final acceptance)
- posting a sign at the Fuel-Transfer Station identifying it as a containment area and training fuel-delivery drivers how to respond to a spill.

***For more information**, contact Ray Costa, Ext. 8227 or costar@bnl.gov.*